

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Black Sea State Dry Cargo Steamship Company (Chernomorskoye Gosudarstvennoye Sukhogradnoye Parokhodstvo - UChP /Upravleniye Chernomorskogo Parokhodstva - old term which was retained as an abbreviation) was a steamship company subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Southern Fleet. The administration of this company was located in Odessa on Naberezhnaya Rishelye. The director of UChP was General Director Merchant Fleet Third Class (fnu) Danchenko. Danchenko had three deputies and a head of political administration. The first deputy was Chief Engineer; the second was Chief of the Fleet Operations Division; and the third was Chief of Personnel. UChP has existed with its present setup since 1939, the year in which it was reorganized and some of its fleet taken away for the formation of the Sochi and Azov steamship companies.
2. The UChP maintained operation of permanent freight and passenger transport lines between the main Black Sea ports: Odessa, Ismail, Nikolayev, Feodosiya, Novorossiysk, Tuapse, Sochi, Poti, Batumi, Osipenko, Zhdanov, and Rostov na Donu. Ports of secondary importance served occasionally by UChP were: Kiliya, Kherson, Yevpatoriya, Kerch, Taganrog, and Sukhumi. On some occasions, ships of UChP made trips to foreign ports, mainly to Rumania, Bulgaria.
3. The main cargoes transported by UChP were:
 - (a) Manganese ore from Tuapse (mined in Maykop and Chiatury) to Zhdanov, Osipenko and Odessa;
 - (b) Iron ore from Osipenko and Kerch (originating from Zaporozhsk Oblast) to Nikolayev and Odessa;

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- (c) Black coal from Zhdanov (originating mainly in Donbas) to Odessa and Nikolayev. (The Caucasian regions utilize their own coal, which comes mainly from the Tkvarchelli mines.)
 - (d) Grain from Novorossiysk and Odessa to all other Black Sea ports;
 - (e) Raw cotton from Batumi (originating in Azerbaydshanian cotton plantations) to Odessa and Rostov na Donu;
 - (f) Timber and lumber from Nikolayev and Rostov na Donu (originating on the Upper Dnieper and Don regions) to all other Black Sea ports;
 - (g) Machinery and equipment from Rostov na Donu, Zhdanov, Nikolayev, and Odessa to all other Black Sea ports;
 - (h) Foodstuffs (butter, fish, tea, fruit, vegetables) from Batumi, Poti, Sochi, and Kerch to all other Black Sea ports;
 - (i) Processed metals from Osipenko and Zhdanov to Nikolayev, Odessa, Novorossiysk, and Batumi;
 - (j) Construction materials from Novorossiysk and Rostov na Donu to Kherson (for construction of Kakhovka hydroelectric power plant), Feodosiya, and Yalta for reconstruction of cities and ports destroyed during World War II;
 - (k) Cattle, wool, hemp, etc., to various ports of the Black Sea.
4. The UChP maintained the following passenger lines:
- (a) Crimea-Caucasian line (mail and tourist line): Odessa-Yevpatoriya-Yalta-Feodosiya-Anapa-Novorossiysk-Tuapse-Sochi-Sukhumi-Poti-Batumi;
 - (b) Express lines (for important Soviet government officials): Odessa-Yalta; Odessa-Sochi; Odessa-Sukhumi; Odessa-Batumi;
 - (c) Regular lines: Odessa-Ismail; Odessa-Nikolayev-Kherson-Yevpatoriya; Odessa-Feodosiya-Kerch-Osipenko-Zhdanov-Taganrog-Rostov na Donu.
5. The 1951 UChP transport plan called for transport of nine million tons of freight as follows:

	<u>Million tons</u>
Manganese ore	0.6
Iron ore	0.5
Black coal	1.2
Grain	0.6
Raw cotton	0.6
Timber and lumber	0.8
Machinery and equipment	1.2
Foodstuffs	0.5
Processed metals	1.0
Construction materials	1.0
Cattle, wool, hemp, etc	0.8

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6. The administration of UChP was organized in the following way:

(a) Under the first UChP Deputy Director, Chief Engineer, were:

- (1) Marine-Engineering Section. T/O: 45 employees: chief, deputy chief, six senior engineers, eight engineers, and one secretary. This section had two subsections:
 - a. Machine Utilization Subsection: chief, six group engineers, and three technicians;
 - b. Thermo-Technical Subsection: chief, four engineers, three senior technicians, five technicians, chief of thermo-technical laboratory, and four laboratory workers.
- (2) Ship Repair and Industrial Enterprises Section: T/O: 11 employees: chief, three senior engineers, five engineers, and two technicians.
- (3) Designing Section: T/O: 20 employees: chief, four senior engineers, eight engineers, four technicians, and three draftsmen.
- (4) Procurement Section (ZagotnabKontora): T/O: 33 employees: chief, deputy chief, and three subsections:
 - a. Buyers' Subsection: composed of buyers making purchases or drawing contracts on behalf of UChP. Personnel: chief, six buyers, five economists, and two expeditors;
 - b. Planning Subsection. T/O: chief, two planning engineers, two senior accountants, and three accountants;
 - c. Warehouse Subsection. T/O: chief, two warehouse managers, and six warehouse receptionists.
- (5) Freight Motor Pool. Total 57 employees: chief, one chief mechanic, two mechanics, one garage manager, three dispatchers, workers, drivers, stevedores, etc.
- (6) Construction Section (Otdel Kapital-~~no~~ Stroitel-~~no~~). Five employees: chief, one senior engineer, one engineer, one technician, and one accountant.

(b) Under the second UChP Deputy Director, Chief of Fleet Operation, were:

- (1) Operation Section (Otdel Eksploatatsii). T/O: 33 employees: chief, one chief dispatcher, four senior dispatchers, eight group dispatchers, eight dispatchers, three senior engineers, five engineers, two technicians, and one secretary.
- (2) Commercial Section. T/O: eight employees: chief, one senior economist, three economists, one senior expert on tariffs, and two tariff experts.
- (3) Signal Section. T/O: 28 employees: chief, one senior engineer, and three engineers. This section had four subsections:
 - a. Radio Station. T/O: chief, one engineer, four senior radio technicians, four radio technicians, four radio mechanics, four crew chiefs, four senior radio operators, 12 radio operators, and cleaning personnel. The UChP radio station was located in Forezyp (suburb of Odessa).

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- b. Radio Bureau. T/O: chief, three senior radio technicians, three radio technicians, three typists, three messengers, and one cleaning woman. The radio bureau was located in the UChP administrative building.
 - c. Radio Repair Shop. T/O: chief, one engineer, three senior radio technicians, three radio technicians, and three radio mechanics. The radio repair shop was attached to the UChP radio station.
 - d. Telephone Switchboard and Repair Shop. T/O: chief, one engineer, four senior telephone operators, three mechanics, and one technician.
- (4) Maritime Inspectorate. T/O: 30 employees: chief, deputy chief, two senior maritime inspectors, four maritime inspectors, and 12 instructors. To the Maritime Inspectorate was subordinate:
- a. The Navigation Room and Repair Shop with: chief, three deviators (sic) two electro-radio navigators, and four mechanics.
- (c) Under the third UChP Deputy Director, Chief of Personnel, were:
- (1) Personnel Section. T/O: 16 employees: chief, one senior inspector. This section was divided into three subsections:
 - a. Domestic Lines Ship Personnel Subsection: chief, two senior inspectors, and four inspectors;
 - b. Overseas (foreign waters) Lines Ship Personnel Subsection: chief, one senior inspector, and two inspectors;
 - c. Shore Personnel Subsection: one senior inspector and two inspectors.
 - (2) Mobilization Section. T/O: seven employees: chief, one senior inspector, two inspectors, one senior inspector for PVO (AA defense), one inspector PVO, and one secretary.
 - (3) Billeting Section. T/O: 108 employees: four subsections:
 - a. Administration: six employees;
 - b. Apartment Houses Subsection: 60 employees;
 - c. Maintenance Subsection: 30 employees;
 - d. Work Shop Subsection: 12 employees.
 - (4) Building Repair and Maintenance Subsection (Remontno-Stroitelnyy Uchastok). T/O: 62 employees: chief, three contractors (engineers), three technicians, two construction material supply agents, one warehouse manager, two warehouse receptionists, and 50 workmen.
- (d) Directly under the UChP director were:
- (1) Office of the Director. T/O: six employees: legal advisor, inspector, engineer, and three secretaries.
 - (2) Planning Section (Planovyy Otdel). T/O: nine employees: chief, senior engineer (deputy chief), and two engineers. To this section was subordinate the Statistical Subsection: chief, one engineer statistician, and two economists.

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- (3) Labor and Wage Section. T/O: eight employees: chief, senior engineer (deputy chief), one senior engineer, three engineers, and two technicians.
- (4) Accounting Office. T/O: 16 employees: chief, deputy chief, four senior accountants, eight accountants, and two bookkeepers.
- (5) Finance Section. T/O: six employees: chief, economist, senior economist, senior cashier, and two cashiers.
- (6) Secret Document and Cipher Section: T/O: 16 employees: chief, three senior inspectors, and 12 inspectors.
- (7) Administrative Section. T/O: 22 employees.

(e) Under the Head of Political Administration:

- (1) Propaganda and Agitation Section: eight employees.
- (2) Indocination Section (Sektor Massovoy Raboty): 12 employees.
- (3) Komsomol Section: 12 employees.
- (4) Library: two employees.
- (5) Editorial office of the newspaper Chernomorskiy Moryak: 18 employees.
- (6) Printing Office: 20 employees.

7. The fleet of the Black Sea State Dry Cargo Steamship Company was composed of approximately 120-130 vessels, which could be divided into the following groups:

- (a) Three electro-diesel ships: ROSSIYA and ROBIDA (both of approximately 25 thousand tons displacement), and the turbo-electrokhod VYACHESLAV MOLOTOV. The first two were received from Germany as reparations; the last one was built in 1938 (the sister ship of the VYACHESLAV MOLOTOV the IOSEF STALIN sank in 1941 at Leningrad). I do not possess any details on the two first ships. The VYACHESLAV MOLOTOV had a displacement of 15 thousand tons, and was equipped with two steam turbines of total capacity eight thousand HP, 300 rpm, two water-tube boilers of Babcock and Wilcox make with steam pressure of 18 atm and superheated steam temperature up to 275° Centigrade. The diesel engines of this ship operated on mazut fuel. The VYACHESLAV MOLOTOV had a speed of 22 mph. An emergency diesel engine was located in the mock chimney. 25X1
- (b) Approximately 10 freight-passenger ships received after World War II as reparations from Italy, Germany, and Rumania. All of them had two propellers and diesel engines of total capacity 10-12 thousand hp. I know of the following ships belonging to this group: ADMIRAL USHAKOV, UKRAINA, GRUZIYA, KRYM, IZMAIL, TRANSILVANIYA, and GENERAL CHERNYAKHOVSKIY.
- (c) Approximately 20 two-propeller freight ships with displacement of 1150 tons, equipped with two diesel engines, type YSP 216 mm (bore)/310 mm (stroke), manufactured at the Ganz-Yendrashek plant. These were four-cycle, eight-cylinder, diesel engines of total capacity 940 hp, 300 rpm. Speed of these ships was 14-15 mph empty. two ships belonging to this group: the KOREIZ and the SIMEIZ. 25X1

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- (d) Approximately 40 diesel ships with displacement from three thousand to eight thousand tons, manufactured in 1928-29 and 1936-38. About 30 of them had two propellers, the rest one propeller. They were equipped with diesel engines manufactured by MAN, Deutz, Burmeister & Wein, and Sultzer-6SD-12 (six cylinders, Sultzer, without compressor, 12-cm bore). Engine total capacity was 1200 to 2500 hp, 120-200 rpm. The speed of these ships empty was 12-15 mph, loaded 9-12 mph.

the following ships belonging to this group: KRASNODAR, SUKHONA, BELOBROSSIYA, MICHURIN, TRAKTORIST, MATSESTA, OMSK, GRIBOYEDOV, CHEKHOV.

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- (e) Approximately 60 steamships with displacement of two thousand to 10 thousand tons. About 35 of them had two propellers, the rest one propeller. They were equipped with steam engines of triple steam expansion, capacity of 800 to three thousand hp, 120-150 rpm. They had two to four fire-tube boilers with steam pressure of 12-18 atmospheres. When empty, their speed was 9-14 mph, loaded 7-12 mph.

the following ships belonging to this group: LIZA CHAYUKINA, KAPITAN VISLOBOKOV, DNEPROPETROVSK, VOROSHILOV, VOSTOK, POOHIN, FRUNZE, MAYA, DON, KARAGANDA, KURSK, CHERNIGOV, LERMONTOV, PERVOMAYSK, PETE VELIKIY, ZOYA KOSMODENYANSKAYA, ZEMLYAK.

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- (f) Approximately 12 lighters and barges with a displacement of 1500 to three thousand tons.

- (g) Approximately five two-propeller icebreakers of the type of small tugboats, equipped with triple steam-expansion engines with total capacity of 800 to one thousand hp, 200 to 250 rpm. Their speed was 15-18 mph.

two of them, the TOROS and the NORD.

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- (h) Ten two-propeller tugboats, equipped with triple steam-expansion engines with capacity of 400 to 800 hp, 200-250 rpm. Their speed empty was 15 mph; when loaded, their speed was nine mph.

- (i) About 25 small auxiliary vessels, launches, cutters, etc.

8. Maintenance and repair of the UChF fleet was done at the Ship Repair Yard imeni Marti in Odessa, at the ship repair yard imeni Dzerzhinskogo in Tuapse, at Nikolayevskiy ship repair yard in Nikolayev, at Novorossiyskiy ship repair yard in Novorossiysk, at Zhdanovskiy ship repair yard in Zhdanov, and sometimes at the Peti ship repair yard. All these ship repair yards belonged to GlavMorProm of the Ministry of the Merchant Fleet.

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